

TELEGRAMS.

"DAILY PRESS" SERVICE.

FULL DETAILS OF ADMIRAL SEYMOUR AND TIENTSIN.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 1st July, 5.33 p.m.

THE RELIEF OF TIENTSIN—HONG-KONG CONTINGENT IN FIRST.

The telegraph lines to Chefoo are working badly and there is much delay. The British naval brigade under Commander C. G. F. M. Craddock, of H.M.S. *Alacrity* with the Welsh Fusiliers, 600 altogether 150 Americans under Major Waller, and 30 Italians entered Tientsin first, the Russians and Germans following.

ADMIRAL SEYMOUR JUST FAILS TO REACH PEKING—CASUALTIES.

Admiral Seymour reached a point within 25 miles from Peking and then retired from an enormous force of Chinese troops. He had 37 British killed and 92 wounded. Captain Beys of the *Centurion* was killed. Captain Jellicoe received dangerous wounds and Lieutenant Powell of the *Aurora* a severe chest-wound.

"TERRIBLE" TWELVE-POUNDER IN ACTION.

Tientsin is safe and has suffered little damage. The *Terrible's* twelve-pounder on her original carriage promptly silenced the remaining gun at the Arsenal. The Chinese then retired. Admiral Seymour captured fifty Maxim's, some Krupp's, and immense stores of ammunition.

THE WRECKED RAILWAY LINES.

The Tientsin-Peking railway is quite destroyed, while the Taku-Tientsin line has been destroyed for nine miles. The sleepers have been carried away for fuel.

RIVER OPERATIONS.

The allies have burnt the villages between Taku and Tientsin to destroy the cover. The banks of the Peiho River from Tientsin to Taku are lined with dead Chinese. The *Barfleur* has suffered the heaviest casualties among British ships. A Chinese fort on the Peiho, twelve miles from Taku, has been exploded by the *Flame*, Commander Keyes.

WEIHAWEI MEN WORK WELL INDIAN CAVALRY WANTED.

The Chinese Regiment under Col. Bower is very keen and is doing good work. Experts agree that Indian cavalry, not infantry, is mostly required.

JAPANESE AND RUSSIAN POLICY.

The Japanese troops are remaining at Taku, not going to the front. The Russian movements are uncertain.

PORT NEWS.

Newspapers are nervous. The *Aurora* is there. Chefoo is also in a state of anxiety. At Shanghai all is quiet. The *Pipew* has arrived at Woosung and is going to Hankow.

MINISTERS AT PEKING—A NEW EMPEROR.

It is believed that the Foreign Ministers, refused to leave Peking. Probably Prince Tuan is now the actual Emperor.

HOW THE BOXERS' PLANS WERE UPSET.

The Boxers claim eight million adherents, including the Chinese armies, by the end of September, when it was intended that the rising should take place. But the Peking affair precipitated matters. Happily the Viceroy Chang Chi-tung and Liu Kungyi remain staunch.

SITUATION AT THE CAPITAL—GERMAN MINISTER AGAIN.

News has arrived from Berlin that the German Minister has been recalled. The situation is not serious.

U. S. VOLUNTEERS ANSWER FOR SERVICE IN CHINA.

New York has offered to provide two regiments of volunteers for service in China, and the State Department has accepted the offer.

London, 30th June, 7.40 p.m.

ADMIRAL SEYMOUR REPORTS GREAT CAPTURES.

Admiral Seymour wires a graphic narrative of his journey. He found immense stores of guns, arms, and ammunition in the Armoury above Tientsin.

TIENTSIN ARSENAL TAKEN.

Col. Dorrard reports the capture of the Arsenal at Tientsin.

OFFICIAL NEWS FROM ADMIRAL BRUCE.

By the courtesy of H.E. the Governor are enabled to publish the following telegram which he received on Saturday night from Rear Admiral Bruce:—

"The Tientsin Arsenal has been destroyed. Vice Admiral Alexieff, Governor General and Commander-in-Chief, arrived here to-day to take supreme command of all the Russian force."

ALL QUIET AT NEWCHANG.

We are indebted to Messrs. Lantz, Wegner & Co., for the following telegram:—

Newchwang, June 29th, 1.30 p.m. Business is progressing favourably here. There is no excitement in the native city.

THE WAR.

London, 29th June, 9.5 p.m.

THE SOUTH AFRICAN HOSPITAL ARRANGEMENTS.

Mr. Burdett-Coutts's allegations as to the South African hospital arrangements, in his letter to the *Times*, have created a sensation. Mr. George W. Nathan in the House of Commons showed that the deficiencies were not due to stunted supplies but to insuperable difficulties of transport.

THE COMMANDER-IN-CHIEF ON THE QUESTION.

Lord Roberts telegraphs that any defects in the hospital service were accidental and should not be taken as typical.

London, 30th June, 7.30 p.m.

LORD METHUEN CAPTURES LIVESTOCK.

Lord Roberts reports a minor engagement on the Orange River. Lord Methuen has captured 8,000 sheep and 500 cattle.

REUTERS'S SERVICE.

London, 29th June.

THE CHINA CRISIS.

Reuters's Agency learns that a despatch from Sir Robert Hart dated Peking, 19th inst., states that the legations had been ordered to quit Peking in 24 hours.

The Indian contingent for China totals about 17,000 men.

THE WAR IN SOUTH AFRICA.

The *Times* correspondent at Lourenço Marques says that the Boers are extending a considerable force beyond Middelburg.

THE ASHANTI REBELLION.

A letter from Sir F. Hodgson, Kumasi, saying that the garrison could hold out until the 20th inst., only reached Major Wilkinson at Bakwai on the night of the 21st. Continuous firing was heard on that night.

London, 29th June.

THE WAR IN SOUTH AFRICA.

The *Daily Telegraph* correspondent at Pretoria, under date 29th inst., says that since Sunday Generals French and Hamilton have been endeavouring to surround the enemy's position, fifteen miles to the eastward, but after three days' fighting the enemy decamped on Tuesday night to the eastward along the railway. The British casualties were under 100. It is hoped that General Buller will be able to intercept the enemy's retreat.

London, 29th June.

THE CRISIS IN CHINA.

House of Commons, 29th June. The House of Commons has received a telegram from the Viceroy of the North, Li Hongzhang, dated 28th June, stating that the situation in China is not serious.

THE CRISIS IN CHINA.

THE REINFORCEMENT OF THE CHINA SQUADRON.

The two boats *Brumby* and *Britomart*, which have been commissioned for service on the China Station, are First Class gunboats, with indicated horse-power of 1,300 forced draught. Their speed is 15.5 knots, forced draught, and 12.5, natural draught. They draw 8 ft., and their displacement is 700 tons. The armament is two 4 in. quick-firers and four 12-pounder quick-firers.

ADDITIONAL DETAILS OF THE TAKU FIGHT.

Some additional accounts of the taking of the Taku Fort are given in the last issues to hand of the *N. O. Daily News*. It appears from these that the Chinese guns were pluckily worked, but their shooting was poor. An eyewitness says that, had the fort not been manned by Europeans, not one gunboat would have escaped. After the bombardment, which lasted from 0.45 a.m. to 8 a.m., the dead were found lying in heaps in some of the forts, and one place entered by the British contained only a headless body.

The Russians and Japanese took no prisoners, bayonetting all the Chinese they found in the forts. The English commander was helped into the forts by the Japanese captain, and the latter was shot dead soon after, while hoisting his flag. The fire from the fleet was terrific. The *Albatross* alone sent off 580 shots. The *Whiting* had a hole knocked in her boiler but managed to work after it. It was when the firing ceased that the Japanese sailors joined the British and rushed the forts.

At 5.30 a.m. a magazine was blown up, and a shot from the *Albatross* blew up the large magazine in the main fort. This added to the havoc wrought by shot and shell, and the inside was awful, some of the pools of blood lying a foot thick. It is estimated that the Chinese cannot have lost more than 2,000. The German cruiser *Illia* went outside after the fighting, with her commander mortally wounded and other casualties. A report was current when the *Lienhsing* left Chefoo that the steamer *Fantau*, one of the Taku tugs, and another vessel were at the Bund at Tientsin and that it was feared all on board had been killed.

After taking the North Fort the British turned its guns on the others. At daylight the British were ashore with their rifles, picking off the Chinese gunners from a low wall outside the moat and then, with the Japanese, they rushed in over the bridge across the moat and took the place. The ships then steamed down opposite the South Fort, and it was here the *Illia* sustained her losses. Besides the *Illia* and the *Albatross* there were engaged here the two Russians and the Frenchman.

The *Albatross* ceased fire for a time just before daylight and the lookers on feared she was out of action. With the dawn, however, she was soon as busy as ever, her crew making fine practice. The last shot was fired at 6.45 a.m. Very few guns in the forts appear to be seriously damaged. The weapons used were all the latest-pattern guns, the heavy muzzle-loaders being found with their triplocks still in their throats.

With regard to the Russian vessel that was hit five times, it is stated that she had four holes alone in one side, three of them being very near her water line.

A GERMAN DESCRIPTION OF THE BOMBARDMENT.

*Der Ostasiatische Lloyd* publishes a full description in English translated from their Extra of the 24th ult., of the affair of the 17th ult., written by Mr. H. Reikne, First Officer of the *Fuiping*, the regular correspondent, Mr. Harries, having been wounded on the *Illia*. He says:—At midnight the German gunboat *Illia* and the French gunboat *Lion* were still at anchor opposite the railway wharf in the upper reach of the river; there was a strong ebb tide. All the merchant vessels were at anchor in the upper reach of the river, whilst the Russian and English gunboats were at anchor in the lower. One small Japanese and one American gunboat were moored alongside the Railway Wharf to guard the upper river and to protect the women and children. At 12.45 the Chinese fired the first shot from one of the forts; this was followed quickly by shots from other forts directed partly on the upper and partly on the lower river, where the gunboats were at anchor. The booming of the guns and hissing of the shells proclaimed but too clearly that China had declared war against the world. Shells whizzed past us and now and then fell struck the ships and the wharf. The gunboats did not take up the positions assigned to them till about 2 a.m. They then took up their position under cover of the village whence they could aim with perfect freedom. The Russian gunboats were stationed opposite the furthest forts, as they had the heaviest guns. The *Albatross* and *Illia* came in nearer the Northern fort, which had to be taken first and needed watching more closely. The gunboats first directed their fire against the N. Western fort, and after that the line of fire was directed against the next fort, although darkness still rendered accurate shooting an almost impossible task. It was therefore most fortunate that this fort fell into the hands of the Russians, Japanese and Germans just at break of day. The flags of these nations were immediately hoisted. With daylight the firing from the forts became far more accurate and was at times really good. I was able to watch how every shot fell over our heads, as the Chinese gunners soon found out that they were aiming too high with their heavy guns and soon shortened the range. If these guns had been able to find the range sooner, I am afraid little would have remained of the six gunboats. It is most fortunate that more damage was not done to the merchant vessels, during the time that the Chinese aimed too high. Splinters from shells several times struck the decks of the *Fu Ping* and *Shanghai*. The *Kensberg* had so shift her anchor and land all passengers, who took refuge behind coaloeps. At about 4 a.m. in the morning the *Illia* gave the signal for the advance by hoisting a black ball at the masthead. We could see the pinnacles from H.F.M.S. *Hertford* going higher and higher in a veritable hail of bullets, conveying orders to the other ships. The Maxim on board the *Illia* now fired on the men manning the big guns at the forts which were visible (large Krupp Cannons), with great success, whilst the heavier guns of the *Albatross* and *Illia* fired on the heavy guns of the Northern fort. At last the Chinese Officers realise the necessity of destroying the Maxim's and fire with great success on the *Illia*. Six of these Maxim's are silenced, and the *Illia* struck by shells three times after time becomes almost a wreck. The funnel, bridge, deckhouses, bow steering wheel and telegraph were swept away entirely. Capt. Lantz, who was on the bridge, was severely wounded and Lieutenant Hellmann and seven men killed. One of the Russian boats, being repeatedly struck by shells causing great destruction, heeled on one side in alarming manner. Capt. Lantz, whose foot had been shattered, remained on his post giving instructions until the battle had been practically decided. He

of the Basel Mission, member of the Board of

any chance to-day from the North, with a view to further transport

Hongkong Volunteer, and twelve months later

Gazette that British, requested to anchor

General of French, to leave Saigon for

to the Govern, copies of a Notifica, at ports in

Hoibow, is publish-

A Seoul telegram says that the King of Corea has decided to remove his capital to a place in the Phye-gan province, in view of the present situation in North China. The telegram also adds that another battalion of Korean troops will be dispatched north for the defence of the Korean frontier.

The *Ostasiatische Lloyd* shows its usual commendable enterprise in publishing an Extra, dated 24th ult., a very clear plan of the bombardment of the Taku Forts on the 17th, marking the positions of the forts and the allied vessels. By aid of this plan the description which we quote elsewhere of the fighting is readily intelligible.

It is reported from Nagasaki that the U.S. transport *Hancock* arrived there on the 24th ult. from Manila, where she had been detained four days owing to bad weather. She had on board some 800 officers and men, consisting of discharged soldiers and invalids. Two cases of suicide occurred on the way up, the man meeting death by drowning, in spite of the efforts that were made to rescue them. Two other men were also missing and it was supposed that they have met the same fate. On the afternoon of her arrival five prisoners effected their escape from the vessel by sliding down the anchor chains, getting to the shore in a sampan, but it was thought they would all be re-captured before the departure of the vessel. Two of the prisoners are undergoing imprisonment for life and the other three from three to five years. The *Hancock* was expected to leave for San Francisco on the 26th ult.

STRONG PROCLAMATION BY VICEROY LIU KUNGYI.

The following is the text of the despatch of H. E. Liu Kungyi, Viceroy of the Liangkiang, to the officials of his provinces:—

The disturbances caused by the *I Ho Chuan* outlaws in the North have attracted to them revolutionary, Society-men and disbanded soldiers who have combined with them in causing widespread destruction, burning and tearing down telegraph poles, destroying railways and slaughtering military officials who tried to suppress them. It is also known that these outlaws have already taken the cities of Chefoo, Shanghai, and Anping, in consequence of which an Imperial edict was issued directing officers in high military command and local authorities to combine and attack the outlaws. The Imperial edict also commands that the local authorities throughout the Empire are to protect Missionary Chapels, etc., from the mob. Now it is clear that these *I Ho Chuan* people are practically outlaws and revolutionists, who by their wicked arts and incantations seek to excite the masses and invite them to join them in their outlaws. Of late, however, we have in Kiangsu and Anhui provinces a large number of revolutionary societies and disbanded soldiers, and the inhabitants of these two provinces have also the reputation of being a brave, savage, and restless people who are easily excited to break the laws. The year before last we had indeed an attempted rebellion amongst the Great and Little Sword societies at Hanyang, Anhui province, and although they were easily suppressed they may as easily be led to create disturbances again. The provincial high authorities now hear that the Imperial edicts in the North have recently come to blows with the *I Ho Chuan* outlaws and it is foregone conclusion that these people will be easily exterminated in a short time. There is far, however, that these outlaws are dying from just punishment may retreat southwards into the Liangkiang provinces and by their arts and incantations seek to gain recruits into their ranks, thereby bringing down destruction upon the head of all who are ignorant and simple enough to join these outlaws and brave the Imperial armies of the Liangkiang and other provinces. Steps therefore should be taken at once to prevent such a catastrophe among the masses, and all local authorities are hereby required to proclaim the actual conditions now existing and to be alert in looking out for and arresting all defeated outlaws who may enter their several jurisdictions. Armed forces should be provided to put down all attempts at resistance, and if any official succeeds in capturing an outlaw chief or defeating any large body of outlaws coming to his territory high rewards will be granted him in recognition of his services. Let proclamations be issued for the information of the masses that the ignorant and simple may understand and that their business, supernatural gifts, as confeder punishment is in store for such. Let steps be taken at once to keep secret watch over evil persons, and if any be caught, trying to excite the people let such be at once arrested and punished to the utmost extent of the law. All civil and military officers are also required to give every protection to missionary property and let all beware of the punishments in store for lazy and incapable officials who fail in their duty.

Companies announced on had been informed that the now working well, but that delayed owing to the great

some resemblance to the decided by Mr. Hazeland Saturday. A Chinaman st boat had been pounced removing sand from above the spot which goes by the of Gin Drinkers' Bay. They, at before the British took Territory by and others from this place without let and hindrance remained the case

until Saturday, saying that he would like to see how the Chief Justice ruled in the case before he gave his decision. His Worship now found that the defendant had brought no proof of his assertion that he had been accustomed to remove the sand, and convicted him, but imposed no penalty.

The Death Returns for the Colony during May show that the European and Foreign Community lost 31 members in all, 29 from the Civil Population (estimated at 9,100), of whom 8 died of plague; and one each from the Army and Navy. Among the Chinese Community the deaths were 723, 290 being due to plague and 94 to chest-affections. No. 2 District lost 198, 57 through plague; while the Harbour, out of an estimated population of 24,550, lost 72 in all, half of these through plague. The Death-rates in the different Registration Districts during the month gives among others the following figures:—British and Foreign Community, Civil, 38.2 per 1,000 per annum; Chinese Community, Victoria, Land 34.9 and Harbour 41.5; Chinese, Whole Colony, Land 34.8, Port 35.6; Land and Port, 34.9; British, Foreign, and Chinese, excluding Army and Navy, 35.1.

The Patentes—Macnevin & Cameron, Limited DESERVE A NATIONAL MEMORIAL for their excellent inventions.—Dover Chronicle. THE WAVELEY EXP. TAN PROXIMA P.M. THE OWL. P.M. Waverley Works, Edinburgh one.







than carried away to prevent his bleeding to death. Between 4 and 5 o'clock a fierce general bombardment took place. The Northern forts were now in a critical position as they were also threatened with the fire from the North-West fort, which had already been captured, whilst the marines landed from the *Algerine* were storming from the river side. Suddenly the Southern fort was destroyed by a Russian mortar bomb striking the magazine. The French gunboat then directed a terrible quick-gunfire on the next Southern fort with excellent result. At 6 o'clock the British successfully stormed the Northern fort with great courage, sustaining only a light loss. At the same time the Southern forts were stormed. The *Algerine*, followed by the *Albatross*, the Russian and French gunboats, steamed opposite the forts firing from the mouth of the river. A most fortunate shot struck the powder magazine of the second fort, which exploded with a tremendous shock, throwing half the fort into ruins. After this firing ceased for about 10 minutes. Then the forts recommenced and fought desperately to save the ones which remained. But in vain. The guns of the Northern forts now manned by Europeans directed their fire on the Southern forts and the Chinese fled precipitately westwards wherever they could. At 7 o'clock all the forts were taken and the German Marines hoisted their flag on the South fort. The Chinese had defended themselves well, but the forts were much stronger than had been expected. They had not been trained to fight at such short range, otherwise far greater damage would have been done. All firing ceased at about 7.30 a.m., as the Chinese soldiers had fled and it was not deemed advisable to pursue them. The English torpedo-boat *Whiting* captured four Chinese torpedo-boats in front of the Arsenal. The crews of these had fled and they had not even got up steam. At 7.30 all was quiet and the sun shone on this terrible picture of death and devastation. It was Sunday morning. The flags of the allied Powers floated proudly over the various forts. The killed and wounded were now attended to and all the boats had their flags hoist to 70. On the ships about 80 were killed and 60 to 70 wounded. The French lost two killed, the German eight, the English none (but four wounded during the storming of the fort) and the remaining casualties were on the three Russian boats. I do not know what losses the storming party sustained, but I hear that the Japanese lost their leader and ten men. The bodies of hundreds of dead Chinese were crumpled on the following day. The devastation of the forts showed but too how accurate the firing of the Europeans was.

**THE "WHITING'S" ACCOUNT.**  
The *Whiting* arrived at Nagasaki on the 22nd ult. with her No. 4 boiler considerably damaged by a shell, which landed inside the boiler, after passing through a coal bunker, making a hole in the vessel about 4 ft. by 1 1/2 ft. Fortunately the shell was not fused, for had it been, a serious loss of life must have occurred. The following account of the *Taku* bombardment was given to the *Nagasaki Press*:

On Friday, the 15th inst., during the night, the *Whiting* crossed the bar and anchored abreast of the forts, after having passed over and even touched one of the submerged mines, which afterwards exploded and sent several Chineseunks to the bottom.  
The ships inside the bar were as follows:—Off the North fort H.M.S. *Algerine*, *Whiting*, and *Fame*, the first named flying Admiral Seymour's flag. In the band of the river near the dockyard were two Russian gunboats. At Taku were the German gunboat *Lion*, the French gunboat *Lion*, and one Japanese gunboat. At Taku Government dockyard four Chinese torpedo destroyers, lately out from Germany, were lying. On Saturday night at 10 p.m. the *Algerine*, *Whiting*, and *Fame* moved up the river to just below the Russian gunboat. At 1 p.m. the Chinese forts opened fire. One gunboat was struck and enveloped in steam. The *Whiting* and *Fame* proceeded to Taku dockyard, each having in tow a whaler carrying ten men. The *Lion* and the *Lion* came down the river to support the *Algerine* and the Russian gunboats. Soon after, the *Whiting* and *Fame* captured the four Chinese torpedo-destroyers, whose crews offered but little opposition beyond a few rifle and pistol shots. On being boarded the Chinese crews escaped to the dockyard and subsequently opened a hot fire from the dock on all six destroyers. This was quickly silenced by the destroyers' guns, but not before three Chinese on board the destroyers had been killed.

At 1 a.m. the captured destroyers were taken to Tongku, the *Whiting* and *Fame* afterwards proceeding up river in order to shell the forts and cover the steamer *Ty* bound for Tientsin with provisions for the campaign there. The gunboats in the band of the river till 6.30, when the last word was carried by assault by the combined forces, the British and Japanese fighting side by side. As the firing from the Chinese forts slackened, the *Algerine* led the gunboats down the river.  
Soon after the capture of the destroyers, a 5-inch shell from the forts penetrated the *Whiting's* after coal-bunker, injuring her No. 4 after boiler, and damaging 177 tubes. There was, however, no immediate danger, the pipes simply bending, which certainly speaks well for the English builders. During the shelling, two of the fort magazines were blown up. All the gunboats received more or less serious damage. One Russian was badly knocked about and one was set on fire. The fire was quickly extinguished.

The officers of the *Whiting* speak very highly of their crew, all of whom worked admirably. The men looked on the fighting as rare fun, yet kept cool and steady.  
The *Whiting* although severely damaged, was able to steam with her remaining boilers at an average speed of 13 knots an hour.

**SHANGHAI AFFAIRS.**  
On the 26th ult. Lieutenant West and a party of armed bluejackets from H.M.S. *Undaunted*, took up in a lighter from Woosung a further supply of arms and ammunition for the Shanghai Volunteer Corps. The goods came up in the *Valeto*, and comprised 400 Lee-Metford rifles and 30,000 rounds ammunition.

On the 27th the Japanese gunboat *Takao* and a detachment arrived from Nagasaki. H.M.S. *Hermit* was reported at Chingkiang on the 25th, while four Chinese cruisers and a torpedo-boat were seen at Kiangyin.  
Amongst other items, the N. C. *Daily News* reports:—The crews of the various British warships in port are giving the authorities shore valuable aid in preparing for emergencies. One party, under a gunner, is setting up gun-mountings and another is busy cleaning the new rifles just received. The Jacks seem to enjoy the work and, from what they say, it would seem they will be much disappointed if they do not have what is lower deck parlance is called "a scrap."

The newly-formed company of American Volunteers is now fully equipped with Martini rifles, long bayonets, belts and pouches. Mr. F. E. Haskell holds the rank of Captain in the Company. Mr. F. S. Jacob, first Lieutenant, and Mr. M. W. Miller, second Lieutenant, are members seen very keen on their duty and are putting in all of their spare time.

Judging by the way the Chinese are pouring out of Shanghai, en route for Canton and Ning-

po, there would appear to be a big scare amongst them. Many of the departing Chinese were reports of Shanghai and others are fugitives from the North, who have lately arrived here. They are at the departure of the *Peking* was an extraordinary one, the vessel's upper and lower decks being densely packed with Chinese bound up, and an immense throng gathered on the river bank to see them off. The C.M.S. *Kiang* alone took about 2,000 Chinese for Ningpo, the *Kiang* and *Kungting* took hundreds of natives to their homes in the south, and the I.C.S. *Choyang* for Hongkong. Canton and Swatow, left on the 27th with nearly 300 Chinese aboard. The C.N. Co. found the strain on the passenger accommodation so great that they had to put an extra boat, the *Kiao*, on the run. Ningpo and other less-strictly-thronged of natives, although the forces have been doubled and a heavy charge is made for baggage. For a houseboat, however, as much as \$75 is being paid, or more than ten times the ordinary fare. On the other hand, numbers of well-to-do Chinese are coming to Shanghai for refuge.

**WHATWELL.**  
With Lt. Col. Dole and the 200 men of the Chinese Regiment and other officers left by the *Orlando* for Tak-wai, Captains Watson, Barnes, Hill, Menzies, Intergomeri (Adjutant), and Fairfax, and Lieutenants Layard, Bray, and Ollivant, and C. Sergeants Furdon, Dunn, and Whittaker. Chief correspondents of the *Daily News*. The Chinese soldiers are said to be pining themselves off, but lack the sterner trial comprised in Tommy. The Celestial showing at the butts is almost remarkable and proves well—if their weapons are not turned against their teachers. He also reports on the 20th ult. that Captain Wingate, from Weihaiwei, had come through to the front, and that he heard of a handful of American marines, some eleven or twelve, from Shanghai. Major Bower brought up Shanghai men as recruits for Weihaiwei.

## CANTON.

[FROM OUR CORRESPONDENT.]

CANTON, 30th June 1900.

## THE VICEROYAL REPLY TO CANTON.

H. E. the Viceroy Li Hung-Chang says in his reply to the petitions of the Directors of different charitable institutions and the various Committees, in which they urged him to remain in Canton in view of the present difficulties in the North, that as a minister he is bound to protect the dominions of his sovereign under any circumstances whatever, and to act for the good of the people. As they are afraid that the numbers of soldiers in Canton are not enough for its protection, he has doubled the force by sending for the troops of General Wong Kum Fuk, of Son-yung and On-yung, to come back quickly for the protection of the people. In case he should have to leave he will do his best for their welfare. He has given orders to the troops to keep strict watch everywhere, and as to Shamen he has also doubled the force for its protection, so as to ensure amity and friendship between China and foreign nations. Of late he has been receiving telegrams every day about the fight between the foreign soldiers and the Boxers, which greatly terrified the capital and the Imperial Palace. Being at so great a distance, he wishes from the depth of his heart that he could fly thither for the deliverance of the Imperial Government; but he can not. His heart, he continues, is burning with so strong a desire that he has no time to eat or sleep. Knowing, as he does, the difficulty of the journey and the stretches of mountains and water between, and aware that by going alone so great a distance he cannot by himself be of help to his country; still when he thinks that his Imperial Majesty is in imminent danger he must persevere proceed with all possible speed, to show even a little spark of loyal feeling. Though a poor old man of the age of 80, he does not mind any trouble or risk if he can stand by his country and face the danger.

## PANIC AND PRECAUTIONS IN SHAMEN.

In consequence of the rumours and placards of the last few days there has been a continuous exodus of Chinese with their families to Hongkong and Macao. A great number of ladies and children from Shamen have left, and the missionary ladies too. On an occasion like this people are apt to make a very great fuss. It is not likely that the rebels, or whoever they are, will come to Shamen so suddenly. They will have to make preparations; for instance, they will have to call a meeting to decide upon the plan of attack, to make red flags and red sashes as insignia of rebellion, to select a place of rendezvous, to prepare provisions, arms and ammunition, and find a chief to direct the attack; they will have to terrorise the working classes and the market-people, and compel them to "strike," so that they may join them; and then by way of preliminary they will perhaps insult and provoke Europeans and give trouble to the native Christians, &c. However, as H. E. Li Hung-Chang cannot decide yet whether he will go north until the receipt of a definite answer to his telegram, and as Shamen is quite open and unprotected, it would be well for the authorities, amongst other preparations, to place a Gatling gun facing the entrance to each of the bridges, and have a dozen or two marines or soldiers patrolling night and day on the Bund. Then Shamen will be one of the safest places. A corps of volunteers formed from the residents of Shamen does not answer the purpose, for most of them are business men and have to attend to their duties. Shamen cannot stand out for one day only as regards provisions, as we are dependent upon the Chinese. Every necessary Chinese police and soldiers are not trustworthy, and in case of trouble they will run away and be the first to turn their weapons against foreigners. It is a rule with the Chinese officials, which they deem the best policy, that whenever a rumour of rising is about, some criminals must be brought from good and bad-headed, to strike terror into the hearts of all ruffians. On the 26th ult. 63 pirates, robbers, and thieves were executed, some by beheading and others by being strangled in the new wooden cages. Amongst them was one who incited the mob on Sunday, the 24th, to attack Shamen.

## THE SHELL CASE.

## THE ACTING FOREIGN JUDGE'S FINDING.

In our issue on Saturday we gave the Chief Justice's finding in the Shell Case, and stated that while the Chief Justice found for the defendant, the Acting Foreign Judge found for the plaintiff.

The Acting Foreign Judge said:—The conclusion at which I have arrived in this case is, I regret to say, at variance with the conclusion arrived at by the Chief Justice. Having had an opportunity of reading that judgment, I adopt that portion of it which is introductory and sets out the facts of the case.

By a Convention dated 9th June, 1895, it was agreed between the Governments of Great Britain and China that the limits of British territory should be enlarged under lease. A certain portion of Chinese territory which includes the focus in the present case, was leased to Great Britain from 1st July, 1895.

As lessee of the focus in the Convention of Hongkong on the 20th December, 1899, the plaintiff firm with the right to search for and obtain coral or shells from the bed of the sea, but so as not to interfere with fishing and navigation.

Under this lease the plaintiff firm sues the defendant for damages for trespass and conversion, to which defendant pleads that he has a right to take coral and shells because he had that right before 1st July, 1895, is an inhabitant of the leased territory, and is protected by the Convention from being expropriated or dispossessed of that right.

During the hearing of the case counsel for plaintiff admitted that Chinese fishermen had been in the habit of dredging for shells and coral for the purpose of lime-burning from Lantao M.L. 2 (the focus in *quo*), openly and believing themselves entitled as of right so to do, without interference by any one, from the limits of living memory until the granting of the lease of the focus lot.

When looked at, this admission is nothing more than an admission of a habit; and as such, may be evidence to help establish a right. But until the habit, either by itself or in company with other evidence, establishes a right, it remains a habit and cannot be styled a right.

Before defendant can successfully set up that he has been expropriated by the granting of the lease of 20th December, 1899, he must prove that he has been dispossessed of a right which he enjoyed under Chinese municipal law before 1st July, 1895. Moreover, he must establish that right by recourse to Chinese municipal law. Admitting that the defendant and his brother-fishermen have been in the habit from time immemorial of taking coral and shells (without let or hindrance from the *fusus maris* belonging to the Emperor of China), has yet to show that by the municipal law of China such a proved habit has created a right in him and his comrades which he could maintain in a Chinese court. That proof has not been forthcoming. And since the right must be proved by Chinese law, it follows that no principles of English law may be utilised to prove that by analogy or directly, a right existed under Chinese law.

The only other source of law available is public international law; but that governs the relation of nations inter se, and is not a guide on questions affecting the relations of a sovereign and his subject, which are regulated by municipal law.

Notwithstanding however, that the defendant has no cause to complain of an expropriation effected against him in the Convention, it may be that, since 1st July, 1895, when the focus in *quo* became a portion of the leased territorial land and waters of Her Majesty the Queen, the defendant, as a subject of Her Majesty, acquired certain rights of which the lease of the 20th December, 1899, deprived him. The rights of sovereignty and subject if respect of the newly acquired territorial water may be said briefly to be that the Crown has the right of ownership in such waters and the bed of such waters subject to the public right of navigation and anchoring in them; and that the Crown has also the rights of fishing, subject to the right of a common fishery in the subject.

It is contended for the defendant, not that rights of navigation or of anchorage have been infringed but that the right of a common fishery has been infringed, because such right carried with it a right to the bottom of the sea and therefore to the contents of that bottom. That however is a mere statement of a statement unsupported by authority. There are several reasons against this view. First it is incontestable that the *fusus maris* in territorial waters is vested absolutely in the Crown; this absolute ownership of the soil carries with it the absolute ownership of what is found on, in or under the soil; and I can find nothing to countenance the idea that the subject has, by common law or in any other way, a right to joint-ownership in the *fusus maris* or to participation in its products.

Next, the right of a common fishery enjoyed by the public is a fleeting liberty of fishery with nets, hooks, etc., and is the right of the public to the sea and public rivers open to all the public (see Hall on Seashore, pp. 50, 51, 52, 2nd edition). Thirdly, the collection by the defendant of dead shells or of the shells of fish destroyed by natural causes before capture. In the case of *Bogot v. Orr*, 5 B.R. 688, the Court, while laying down that *prima facie* every subject had a right to take fish upon the seashore, passed before it would establish a general right to take shells in the absence of authority to support a claim of a right to take shells. *A fortiori*, it appears to me, should this Court pause before establishing, in the absence of supporting authority, a general right to take shells from the *fusus maris*. The distinction drawn between fish and shells is a clear one. A common fishery, being a right to take fish in the sea and public rivers open to all the public, does not, therefore, in the light of *Bogot v. Orr*, include a right to take dead shells.

In my judgment, accordingly, defendant has failed to show either that he has been dispossessed of a right which he enjoyed prior to 1st July, 1895, or that he has been deprived of a right which accrued to him on and after that date. I am also of opinion that the Crown, as absolute owner of the *fusus maris* in question, was not prevented by any known rule of law from granting to the plaintiff the rights conferred by the lease of 20th December, 1899.

I hold, therefore, that the plaintiff is entitled to ten dollars as damages and to their costs of the suit.

## LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Malta*, with the upward English mail, left Singapore on the 1st inst. and may be expected here at 6 a.m. on Friday, the 6th inst.

The C. P. R. Co.'s steamer *Turkey* will leave Vancouver about the 10th July, direct for Hongkong, where she may be expected about the 1st August.

The C. P. R. steamer *Empire of India* arrived at Shanghai at 2 p.m. on the 30th June, and left again at 10.30 p.m. same day for Nagasaki, where she was due to arrive at 8 a.m. today, the 2nd July.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE FRENCH AT CANTON.

TO THE EDITOR OF THE "DAILY PRESS,"

Canton, 28th June.  
Sir,—I read in your issue of the 28th June the following under the heading of Canton:—  
"A French boat is said to be coming up, but we are not very anxious for her, as the French and the missionaries are more likely to raise trouble than anything else."

I shall be much obliged if you will be so good as to request the writer of this impertinent and incorrect statement to reveal his name, if he has the courage of his opinions. No gentleman can insist on maintaining his anonymity after allowing himself to make such statements publicly.—  
I am, &c.

A. G. DUFETRE,  
Manager of Chanvin, Chevalier & Co.

## THE POPULATION OF SHANGHAI.

The recently completed census of foreign residents in Shanghai (exclusive of those living in the French Settlement), gives the following figures, with which may be compared those for 1895:

	1895	1899
British	2,692	1,836
Portuguese	973	731
Japanese	733	250
Americans	562	328
German	525	314
Indian	298	119
French	176	138
Manila and Malay	157	32
Spanish	111	154
Austrian and Hungarian	83	39
Danish	76	86
Swedish	63	46
Italian	60	83
Russian	47	28
Norwegian	45	35
Turkish	41	32
Dutch	40	15
Swiss	37	16
Belgian	22	21
Various	38	21
Total	6,774	4,424

The preponderance of British subjects in Shanghai remains, therefore, as great as ever it was. In 1870 there were 894 British subjects, 255 Americans, 138 Germans, 46 Spaniards, and 18 French, no other nationality running into double figures.

## THE TRADE OF BANGKOK FOR 1899.

The Customs Returns for last year show the following figures compared with those for 1898:

	1898	1899
Imports	\$27,361,915	\$26,316,291
Exports	\$6,430,651	\$5,659,888

Total \$33,792,566, \$31,976,179.  
This shows a falling off of \$1,816,387 in the imports, and of \$2,770,763 in the exports or a total of \$4,587,150. Still the total of close on \$60,000,000 compares very favourably with \$59,890,461 in 1897, \$51,407,249 in 1898, and \$44,665,111 in 1895.

## W. B. BREWER &amp; CO.

Further Correspondence respecting the Affairs of China	\$2.50
Frattifallus, by Emile Zola	2.25
The Relief of Ladysmith, by John B. Atkins	1.50
The Purple Robe, by Joseph Hocking	1.50
Concerning Isabel Carnaby	1.50
Travels on the Amazon, by Wallace	4.50
Marine Meteorology, by Allingham	3.50
South Africa Past and Present, by Markham	1.50
New Maps—Asia, China, India, Africa	each 0.50
Philips' Ready Reference Atlas	4.50
The Far East, by Henry Norman	4.50
Russia in the Pacific, by Vladimir	9.00
South Africa "Story of Nation Series," by Thiel	3.00
Side Lights in South Africa	3.50
Abney's Photography	4.00
The Stock Fountain Pen (the best)	4.50
23 & 25, Queen's Road, Hongkong.	[31]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE, Manager.

Hongkong, 17th February, 1899. [89]

## CARBOLINEUM-AVENARIUS.

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897. [338]

## S. I. N. T. I. N. G.

SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free. Hongkong, 23rd September, 1891. [808]

## QUAN WAH &amp; CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. [1014]

## AMERICAN PORTABLE WOODEN HOUSES.

THE Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs. Particulars on application to WOODS & CO., 4, Queen's Road Central Hongkong, 17th April, 1890.

## FOR SALE.

MAP OF THE SIKIANG or WEST RIVER From Hongkong to Wuchowfu, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897. [48]

## INTIMATIONS.

## EYE-SIGHT.

## NOTICE.

I AM continuing my Sight Testing Rooms in Hongkong at

(W. BREWER & CO.) which, during my absence, will be in CHARGE of Mr. McIVER, Member Ph. Soc.

A Register of all Glasses supplied my constituents in the Far East is kept here and any kind of ordinary or special lenses can be obtained.

REPAIRS A SPECIALTY. N. LAZARUS, Hongkong, 24th May, 1890. 1532

## FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1898 WHITE SEAL \$38.00 per case of 1 dozen quarts \$40.00 per case of 2 dozen pints. E. D. KRESSMANN & CO'S

RED AND WHITE BORDEAUX WINES. C. G. HIBBERT AND CO'S BOTTLED ALE & STOUT. SIEMSEN & CO. Hongkong, 5th May, 1899. [40]

## PUBLIC COMPANIES.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TRANSFER BOOKS of the above Company will be CLOSED on the 2nd July, 1900, on which day the CALL now advertised will be PAYABLE.

By Order, A. SHELTON HOOPER, Secretary. Hongkong, 16th June, 1900. [170]

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THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.



## NEW ADVERTISEMENTS

## IMPERIAL KWANGTUNG LOAN OF 1894.

## PAYMENT OF INTEREST AND PART PRINCIPAL (TENTH PERIOD).

NOTICE is hereby given that the WARRANTS for INTEREST and PART PRINCIPAL of the IMPERIAL KWANGTUNG LOAN OF 1894 will be ready for issue on the 6th JULY, 1900, at the Office of the Imperial Maritime Customs, Canton.

PAUL H. KING,  
Commissioner of Customs,  
Custom House,  
Canton, 2nd July, 1900. 1870

## NOTICE TO MARINERS.

No. 350.

## CHINA SEA.

## SHANGHAI DISTRICT.

## CHANGE IN CHARACTER OF GUTZLAFF LIGHT.

NOTICE is hereby given that the character of Gutzlauff Light has been changed. The new illuminating apparatus is Dioptric, Lightening-flashing of the third Order, showing out white flash every five seconds.

The new Light-house stands on the eastern end of the summit of the island, 144 feet N. 77° E. magnetic, from the Site of the old light; and the light, which is elevated 233 feet above the level of the sea, should be visible in clear weather at a distance of 23.7 nautical miles.

The tower is a steel structure, 25 feet high, with a total height, from the base to the lantern vane, of 46½ feet.

The tower is painted white.

Approximate position:—  
Latitude... 30° 48' 37" N.  
Longitude... 122° 10' 13" E.

By Order of the Inspector General of Customs

A. M. BISSE, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 27th June, 1900. 1869

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

A.

as above on 14 P.M.

ommodation for

roughout with

r.

ON &amp; CO.,

pers.

1893

## OCEAN STEAMSHIP COMPANY.

## FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON rates)

THE Company's Steamship

"DARDANUS."

Captain Stearns, will be despatched as above

on SATURDAY, the 7th July.

For Freight, apply to

BUTTERFIELD &amp; SWIRE

Agents.

Hongkong, 2nd July, 1900. 1670

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZUET MARU."

Captain K. Ogata, will be despatched for

above ports on SUNDAY, the 8th July.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA,

Agents.

Hongkong, 2nd July, 1900. 185

## THE HONGKONG WEEKLY PRESS is now ready and contains:—

Leading Articles:—

The British Government's Attitude in

China.

Affairs in North China.

The Defence of Hongkong.

The Stable Element in China.

An Interview with H.E. Li Hung-chang.

Hongkong Legislative Council.

Hongkong General Chamber of Commerce.

The Crisis in China.

The Proposed New Rifle Corps.

Changes in the Tamsui Yamen.

The Navigation of the Yangtze.

Canton.

Macao.

Kieh-Yang.

Correspondence.

The South African War Fund.

Concert in Canton.

The Hongkong Electric Company, Ltd.

Hongkong Volunteer Corps.

Hongkong Rifle Association.

Subscription, 312 per Annum, payable in

France, postage, 2s.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to

distance sent, including postage 34 cents each

or 81 for three copies Cash.

Hongkong, 27th June, 1900.

## AUCTIONS.

## GOVERNMENT NOTIFICATION.

No. 321.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 2nd day of July, 1900, at 3 P.M., are published for general information.

By Command. F. H. MAY,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 16th June, 1900. 1832

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 2nd day of July, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land, at Shaukiwan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

## PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Acres.	Annual Rent.	Upset Price.
1	Shaukiwan Island Lot No. 209	Shaukiwan Island Lot No. 209	45.00	45.00	2,275
2	Shaukiwan Island Lot No. 210	Shaukiwan Island Lot No. 210	45.00	45.00	2,275

## GOVERNMENT NOTIFICATION.

No. 322.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 2nd day of July, 1900, at 3.15 P.M., are published for general information.

By Command. F. H. MAY,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 16th June, 1900. 1833

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 2nd day of July, 1900, at 3.15 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 21 Years.

## PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Acres.	Annual Rent.	Upset Price.
1	Shaukiwan Island Lot No. 211	Shaukiwan Island Lot No. 211	45.00	45.00	2,275
2	Shaukiwan Island Lot No. 212	Shaukiwan Island Lot No. 212	45.00	45.00	2,275

## PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY To be sold (subject to a reserved Price) in

THE LOTS.

TO-MORROW (TUESDAY),

the 3rd day of July, 1900, at 10.30 A.M., on the

premises of

Messrs. HUGHES & HOUGH,

Auctioneers.

LOT No. 1.—THE VALUABLE MES-

SUAGE AND PREMISES known as

No. 8, Upper Lascar Row, situated on a

Portion of Section C. of Island Lot No. 251,

intended to be Registered in the Land Office, as

The Remaining Portion of Section C. of Island

Lot No. 251, is held for the residue of a term of

75 years, and for the further term of 92½ years

respectively, created by a Crown Lease and an

Extension thereof.

The said Messuage is Let to a Monthly tenant

at the very low Monthly Rental of \$18. The

Crown Rent Payable in respect of the said Lot

is \$6.94.

LOT No. 2.—THE VALUABLE MES-

SUAGE AND PREMISES, known as No. 12, Up-

PER LASCAR Row, situated on a Portion of

Section C. of Island Lot No. 251, intended to be

Registered in the Land Office, as Sub-section

No. 2 of Section C. of Island Lot No. 251, is

held for the residue of a term of 75 years and

for the further term of 92½ years respectively,

created by the Crown Lease and an Extension

thereof.

The said Messuage is Let to a Monthly tenant

at the very low Monthly Rental of \$18. The

Proportion of Crown Rent Payable is \$6.93.

For further particulars and conditions of Sale,

apply to—

DENNIS & BOWLEY,  
Solicitors for the Official Trustee,

or to

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 26th June, 1900. 1834

## PUBLIC AUCTION

OF

VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions

to sell by Public Auction,

on

WEDNESDAY,

the 4th July, 1900, at 3.30 P.M., at his Sales

Room, Duddell Street,

All that PIECE or PARCEL of GROUND,

Situate at the Peak, in the Colony of Hong-

kong, and Registered in the Land Office, as

Rural Building Lot No. 53, having an area of

14,513 square feet, with the European Dwelling-

House known as

"BAHAR LODGE"

erected thereon. The Premises are held for

the residue of the term of 75 years from 2nd

1898, and is sold subject to the Yearly

rent of \$44, and to the existing tenancy

thereof.

For further particulars, apply to—

GEORGE P. LAMBERT,  
Auctioneer.

Hongkong, 28th June, 1900. 1854

## AUCTION.

ON VIEW FROM MONDAY, THE 2ND JULY,  
TILL DATE OF SALE.

## PUBLIC AUCTION.

THE Undersigned have been favoured with instructions from HART BUCH, Esq., to Sell by Public Auction.

## WEDNESDAY.

the 4th July proximo, Commencing at 11 a.m., and following days until completion of the Sale, within his residence, Mount Richmond, THE WHOLE OF THE

VALUABLE FURNITURE contained therein, comprising:—

PLUSH COVERED DRAWING ROOM SUITE, CHIPPENDALE CHAIRS, RED LACQUER JAPANESE CABINET, OLD NINGPO CARVED and INLAID SQUARE

TABLE, WHATNOTS, Very Fine BLACK WOOD CHAIR and UMBRELLA STAND with BEVELLED GLASS MIRROR, TEAK-WOOD EXTENSION DINING TABLE, TEAKWOOD OVERMANTEL with BE-VELLED GLASS, Handsomely CARVED

SIDEBOARD with MIRROR, DINING WAGON, MARBLE CLOCK, MOROCCO COVERED DINING ROOM SUITE, SILK REP COVERED SITTING ROOM, DITTO PEKING CLOISONNE and other CURIOS, EXCELLENT DINNER SERVICE and a

Choice Assortment of CUT GLASS WARE, TEAK WARDROBES with MIRRORS (Double and Single), Several Lady's WRITING DESKS, CHESTS of DRAWERS, MARBLE TOP DRESSING TABLES and WASHSTANDS, TOILET SETS, Brass and IRON BEDSTEADS with MAT-TRÉSSES, Several CARPETS and BUGS, SETTEES, FENDERS and FIRE

BRASSES.

And OIL PAINTINGS by Ley, Clark, Thornbury, Salt, and other well known artists.

ENGRAVINGS, including "THE RULING PASSION," "LAUNCHED IN LIFE," "THE STORMING OF BADAJOS," "A FAIR LEAD," "GOING WELL," "GONE AWAY," "THE DEATH," and many others.

A QUANTITY OF VALUABLE BLACK-WOOD.

A GRAND PIANO, by Broadwood, with EMBROIDERED COVER.

A BILLIARD TABLE in excellent order, with the usual APPURTENANCES, by Hennig, &c., &c., &c.

Also A COLLECTION OF RARE PLANTS. Catalogues will be issued.

On View from Monday, the 2nd July.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 14th June, 1900. 1749

## NOTICE OF FIRM

## NOTICE.

THE PROSECUTION given to Mr. JOHN NAISMITH on 1st February, 1900, is hereby WITHDRAWN.

MR. SAMUEL EDMOND BEETON is authorised to SIGN the name of our firm by PROSECUTION from this date.

HEBERT DENT & CO.

Canton, 30th June, 1900. 1862

## TO LET.

"THE EYRIE," AT the PEAK, close to summit; delightfully cool and healthy.

TO BE LET, FURNISHED. Immediate possession can be had. For Particulars, apply to—

R. C. WILCOX,  
8, Beaconsfield Arcade.  
Hongkong, 15th June, 1900. 1757

## TO LET.

A FOUR-ROOMED HOUSE in Kowloon, Low Rental.

A FOUR-ROOMED HOUSE in HIGH MOUNT TERRACE.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LIMITED.

Hongkong, 28th June, 1900. 1871

## TO LET.

FINEST FLOOR OFFICES, Central position.

Apply to—

CUACO,  
Care of Daily Press Office.  
Hongkong, 27th June, 1900. 1844

## TO LET.

A FURNISHED HOUSE at MOUNTON HILL, with immediate possession. For Particulars, apply to the undersigned.

H. J. GEDDIE,  
12, Queen's Road Central.  
Hongkong, 26th June, 1900. 1831

## TO LET.

"HARFORD"—MAGAZINE GAP. 13, PRAYA CENTRAL, Rooms on 2nd Floor.

"GLENIFFER" KOWLOON. A HOUSE in RIFON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 19th June, 1900. 181

BOARD and APARTMENTS at Kowloon for Married or Single.

Apply to—

"BERYL," Garden Road, Kowloon.  
Hongkong, 6th June, 1900. 1674

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS has the honour to announce that she has now REMOVED to GLENWOOD, 21, Cairne Road, formerly known as Kingsclere, ten minutes from Clock Tower.

Hongkong, 10th February, 1900. 1675

BOARD AND RESIDENCE

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1892.

## BANKS.

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL... £1,500,000  
Subscribed... £1,125,000  
PAID-UP... £562,500  
RESERVE FUND... £30,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2½ per annum on the Daily balance.

ON FIXED DEPOSITS:—  
For 12 months... 4½  
" 6 " 3½  
" 3 " 2½

J. THURBURN,  
Manager, Hongkong.  
Hongkong, 24th March, 1900. 160

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
H. M. BEVIS,  
Acting Chief Manager.  
Hongkong, 26th March, 1900. 18

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... \$10,000,000  
RESERVE FUND... \$11,500,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
N. A. SIENS, Esq.—Chairman.  
R. SHEWAN, Esq.—Deputy Chairman.  
E. GOOS, Esq.  
Hon. E. M. Gray.  
A. J. Raymond, Esq.  
R. L. Richardson, Esq.  
P. Schuch, Esq.  
Hon. J. J. Kewick.  
H. W. Slade, Esq.  
D. Meyer Moses, Esq.

CHIEF MANAGER:—  
HONGKONG—SIR THOMAS JACKSON.  
MANAGER:—  
Shanghai—J. P. WARD GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2½ per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3½ per cent. per annum.  
For 12 months, 4½ per cent. per annum.

H. M. BEVIS,  
Acting Chief Manager.  
Hongkong, 1st June, 1900. 17



HONGKONG  
BUSINESS DIRECTORY.

**AUCTIONEERS, &c.**  
AUL BREWITT,  
2, Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

**WHEAT & HUGHES**  
Auctioneers to the Government, and Share  
and General Brokers, corner Lee House  
Street and Praya Central.

**W. P. LAMBERT**  
Auctioneer, Valuer and Goods Broker,  
Duddell Street.

**W. I. REMEDIOS**  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

**BOARD AND LODGING**  
AG HOTEL,  
148 and 150, Queen's Road Central,  
Comfortable and Cheap.

**THE WESTERN HOTEL**  
Excellent Accommodation, \$2.50 per day,  
80 and 92, Queen's Road West.

**BOOKBINDING**  
"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

**BOOKSELLERS AND STATIONERS**  
BREWSTER & CO.  
Printers, Bookbinders and Account Book  
Manufacturers, 21 and 23, Queen's Road  
(under Hongkong Hotel).

**BUILDERS**  
ON,  
Contractor, 30, D'Aguilar Street. Local  
and Coast Road Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

**CHEMISTS, DRUGGISTS, &c.**  
PHARMACY,  
Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

**VICTORIA DISPENSARY**  
Homeopathic and Druggists, High-class Aero-  
matic Water, Dealers in Photographic  
Requisites, Queen's Road.

**WATKINS, L.D. APOTHECARIES' HALL**, 66,  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

**CURIO DEALERS**  
FUJIYAMA & CO.  
Importers, Exporters and Dealers in Ja-  
panese Curios, 9, D'Aguilar St., and at Kobe.

**KUHN & KOMOR**  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

**KWONG HING**  
China Porcelain, Crockery Ware, 59a,  
Queen's Road Central.

**DENTISTS**  
ONG HONGI,  
Surgeon Dentist, 50, Queen's Road Central.

**ONG TAI FONG**  
Surgeon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

**DINING ROOMS**  
THE COSMOPOLITAN HOUSE,  
Breakfasts, Dinners, Suppers, Wines, etc.,  
with Meals, 34, Queen's Road.

**DRAPERS**  
ABRAHAM ELIAS & CO.  
Milliners, Silk Mercers, Haberdashers,  
Low Prices, 37, 39, Wellington Street.

**WING HOP**  
Ladies' Tailor, Dressmaker, Draper, 62,  
Wellington Street.

**SEE WOO**  
Tailor, Draper and Outfitter, 67 and 69,  
Queen's Road.

**FLOUR MERCHANTS**  
PERRY FLOUR COMPANY,  
Merchant Millers, San Francisco,  
Eastern Branch, Fadder Street,  
WILLIAM WHITLEY, Manager.

**FURNITURE WAREHOUSEMEN**  
A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories,  
17a, Queen's Road Central.

**LI KWONG LOONG**  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

**GROCCERS**  
THE MUTUAL STORES,  
Supermarket, 4, 6 and 10 D'Aguilar Street,  
Provision and General Merchants.

**H. TIE**  
Wine and Spirit Merchants, Groceries,  
Best Goods, Lowest Rates. Try Charles  
Evaporated Cream, 16, D'Aguilar  
Street.

**JEWELLERS**  
KANG LEE & CO.,  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture, Opposite Post Office, 36,  
Queen's Road Central.

**ON LEVY HERMANOS**  
Jewelry Merchants and Watchmakers, 40,  
atons Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hanoi.

HONGKONG  
BUSINESS DIRECTORY.

**MERCANTILE AGENT**  
WOODS & CO.,  
Duddell Street, Agents for American and  
European Export Houses.

**PHOTOGRAPHERS**  
E HING,  
Enlarging, Developing, Printing, Mod-  
erate Rates, 29a, Queen's Road East.

**MEE CHEUNG**  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites.

**M. MUMEYA, JAPANESE ARTIST**,  
Bromide and Crayon Enlargements. Work  
done for Amateurs, 5a, Queen's Road, Cl.

**YEE CHUN**,  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

**H. YERA**,  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road Cl., also Watchai.  
Amateur's Requisites a Specialty.

**PRINTING**  
"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

**RATTAN FURNITURE**  
WOO KEE, Late HANG CHEUNG SING.  
Rattan Chairs, Mattings, Bamboo Blinds,  
etc., 73, Queen's Road Central.

**KWONG TAI LOY**,  
Rattan Furniture, Bamboo, Blinds, Mat-  
tings all Colours, 18, Praya Central.

**SANG MOW**,  
Rattan Furniture, Bamboo, Screens, Mat-  
tings all Colours, 43, Queen's Road, Cl.

**SILK GOODS DEALERS**  
DHUNAMAL CHELLARAM,  
Dealer in Indian, Chinese, and Japanese  
Silk and Fancy Goods, also Art Works,  
2, D'Aguilar Street.

**THE GLOBE (TAMMULI PORUSING)**,  
Indian, Chinese and Japanese Silk Goods,  
Cashmere Shawls, Spanish Wines and  
Manila Cigars, 12, D'Aguilar Street.

**SINCERE & CO.**,  
Silk Handkerchiefs, Shawls, Table Covers,  
etc., Wholesale and Retail, 132, Queen's  
Road Central and 123, Wellington St.

**WASSIAMULL ASSOMULL**,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace, 46, Queen's Road, Cl.

**SILK LACE MANUFACTURERS**  
FR. BLUNCK,  
Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order, 17, Queen's Road, Central.

**STOREKEEPERS**  
F. BLACKHEAD & CO.,  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

**KWONG SANG & CO.**,  
Shipchandlers, Sailmakers, Hardware,  
Engineers Tools, Brass and Iron Mer-  
chandise, 84, Praya Central.

**LANE, CRAWFORD & CO.**,  
Tailors and Outfitters, Piano-forte Dealers  
Shipchandlers, Furniture Dealers and  
Upholsterers, Wine and Spirit Mer-  
chandise.

**MORE & SEIMUND**,  
Shipchandlers, Sailmakers, Riggers, Com-  
mission Agents and General Store-  
keepers, 17, Praya Central.

**TAILORS**  
AH-MEN, HING-CHEONG & CO.,  
Tailors, Drapers and Outfitters, Queen's  
Road Central, Old Club Site.  
Branch: A-MAN, opposite City Hall.

**E. HAUGHTON & CO.**,  
Naval Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

**HUNG YUEN**,  
Outfitters, Shirt Makers, Hatters, Hosiery,  
Drapers, 85, Queen's Road, Central.

**LANE, CRAWFORD & CO.**,  
Queen's Road.

**TAK CHEONG**,  
Tailors, Gents' Outfitters, Hatters,  
Hosiery, and Drapers, Chinese Silk of  
all kinds, 50, & 52, Queen's Rd. Central.

**YEE SANG FAT & CO.**,  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

**TOBACCONISTS**  
D. S. DADY BURJOE, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars, 25,  
Pottinger Street.

**KRUSE & CO.**,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Comnaught House, Queen's Road.

**VICTORIA CIGAR DEPOT**,  
1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-1229-1230-1231-1232-1233-1234-1235-1236-1237-1238-1239-1240-1241-1242-1243-1244-1245-1246-1247-1248-1249-1250-1251-1252-1253-1254-1255-1256-1257-1258-1259-1260-1261-1262-1263-1264-1265-1266-1267-1268-1269-1270-1271-1272-1273-1274-1275-1276-1277-1278-1279-1280-1281-1282-1283-1284-1285-1286-1287-1288-1289-1290-1291-1292-1293-1294-1295-1296-1297-1298-1299-1300-1301-1302-1303-1304-1305-1306-1307-1308-1309-1310-1311-1312-1313-1314-1315-1316-1317-1318-1319-1320-1321-1322-1323-1324-1325-1326-1327-1328-1329-1330-1331-1332-1333-1334-1335-1336-1337-1338-1339-1340-1341-1342-1343-1344-1345-1346-1347-1348-1349-1350-1351-1352-1353-1354-1355-1356-1357-1358-1359-1360-1361-1362-1363-1364-1365-1366-1367-1368-1369-1370-1371-1372-1373-1374-1375-1376-1377-1378-1379-1380-1381-1382-1383-1384-1385-1386-1387-1388-1389-1390-1391-1392-1393-1394-1395-1396-1397-1398-1399-1400-1401-1402-1403-1404-1405-1406-1407-1408-1409-1410-1411-1412-1413-1414-1415-1416-1417-1418-1419-1420-1421-1422-1423-1424-1425-1426-1427-1428-1429-1430-1431-1432-1433-1434-1435-1436-1437-1438-1439-1440-1441-1442-1443-1444-1445-1446-1447-1448-1449-1450-1451-1452-1453-1454-1455-1456-1457-1458-1459-1460-1461-1462-1463-1464-1465-1466-1467-1468-1469-1470-1471-1472-1473-1474-1475-1476-1477-1478-1479-1480-1481-1482-1483-1484-1485-1486-1487-1488-1489-1490-1491-1492-1493-1494-1495-1496-1497-1498-1499-1500-1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-1704-1705-1706-1707-1708-1709-1710-1711-1712-1713-1714-1715-1716-1717-1718-1719-1720-1721-1722-1723-1724-1725-1726-1727-1728-1729-1730-1731-1732-1733-1734-1735-1736-1737-1738-1739-1740-1741-1742-1743-1744-1745-1746-1747-1748-1749-1750-1751-1752-1753-1754-1755-1756-1757-1758-1759-1760-1761-1762-1763-1764-1765-



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, VIA PORTS OF CALL	BENGAL	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 7th inst. at Noon.
LONDON VIA SUEZ CANAL	BERGAMUS	Brit. str.	—	Towell	BUTTERFIELD & SWIRE	On 10th inst.
LONDON VIA SUEZ CANAL	BERGAMUS	Brit. str.	—	C. K. McIntosh	CHAS. LIVINGSTON & CO.	On or about 5th inst.
LONDON VIA SUEZ CANAL	STENTON	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 24th inst.
LONDON VIA SUEZ CANAL	STENTON	Brit. str.	—	Rouson	BUTTERFIELD & SWIRE	On 13th inst.
LONDON VIA SUEZ CANAL	STENTON	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 7th Aug.
LIVERPOOL DIRECT	ULYSSES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	To-day
LIVERPOOL DIRECT	DARDANUS	Brit. str.	—	Steeves	BUTTERFIELD & SWIRE	On 7th inst.
BREMEN, VIA PORTS OF CALL	BATERN	Ger. str.	—	H. Blecker	MELCHERS & CO.	On 12th inst. at Noon.
MARSEILLES, &c, VIA PORTS OF CALL	LAOS	Fren. str.	—	Flandin	MESSAGERIES MARITIMES	To-day, at 1 p.m.
MARSEILLES & LONDON	MARAGON	Brit. str.	—	R. T. L. Cook, R.N.R.	P. & O. S. N. Co.	Quick despatch.
MARSEILLES, &c, VIA SPOR, &c.	KAMAKURA MARU	Jap. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 17th inst.
HAYRE & HAMBURG	SAVOIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 7th Aug.
HAYRE & HAMBURG	ALBESIA	Ger. str.	—	Knuh	CARLOWITZ & CO.	On or about 20th Aug.
NEW YORK VIA SUEZ CANAL	ACARA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	ESTERDALE	Brit. str.	—	Kendall	SEWELL, TONES & CO.	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	LA SCIEPE	Amr. ship.	—	W. Frakes	DODWELL & CO. LIMITED	To-morrow.
VICTORIA, B.C. & TACOMA V. AMOY &c.	GLENOLIE	Brit. str.	—	W. Frakes	DODWELL & CO. LIMITED	To-morrow.
VICTORIA, B.C. &c, VIA SHANGHAI, &c.	KINSHU MARU	Jap. str.	—	W. Frakes	NIPPON YUSEN KAISHA	On 14th inst. at 4 p.m.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On 18th inst.
PORTLAND, OREGON, &c.	AREVIL	Brit. str.	—	S. Thomson	DODWELL & CO. LIMITED	On 4th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	G. A. Lee, R.N.R.	PACIFIC MAIL S. S. CO.	On 5th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	GALIC	Brit. str.	—	S. Thomson	O. & O. S. N. Co.	On 14th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	S. Thomson	TOYO KISEN KAISHA	On 21st inst. at Noon.
SAN DIEGO, &c, VIA KOBE, &c.	CHINTU	Brit. str.	—	S. Thomson	BUTTERFIELD & SWIRE	On 4th inst. at 4 p.m.
AUSTRALIAN PORTS	ROHILLA	Brit. str.	—	S. Thomson	P. & O. S. N. Co.	On 14th inst. at 4 p.m.
YOKOHAMA, VIA NAGASAKI & KOBE	KANAGAWA MARU	Jap. str.	—	S. Thomson	NIPPON YUSEN KAISHA	On or about 7th inst.
KOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	S. Thomson	MESSAGERIES MARITIMES	On 17th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOKIN	Fren. str.	—	S. Thomson	P. & O. S. N. Co.	On or about 2nd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BANCA	Brit. str.	—	S. Thomson	P. & O. S. N. Co.	To-day
SHANGHAI	MAITA	Brit. str.	—	S. Thomson	BUTTERFIELD & SWIRE	On or about 6th inst.
SWATOW, AMOY & TAIWANSU	KALAN	Jap. str.	—	S. Thomson	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SWATOW, AMOY & TAIWANSU	MAIDZU MARU	Jap. str.	—	S. Thomson	TOYO KISEN KAISHA	On 14th inst. at Daylight.
SWATOW, AMOY & TAIWANSU	CHINTU	Brit. str.	—	S. Thomson	TOYO KISEN KAISHA	On 8th inst. at Daylight.
MANILA	CHINTU	Brit. str.	—	S. Thomson	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	S. Thomson	JARDINE, MATHESON & CO.	On 14th inst. at 4 p.m.
SINGAPORE, PENANG & BOMBAY	BISAGO	Ital. str.	—	S. Thomson	CARLOWITZ & CO.	On 4th inst. at 4 p.m.
SINGAPORE, PENANG & BOMBAY	ONSANG	Brit. str.	—	S. Thomson	JARDINE, MATHESON & CO.	On 9th inst. at Noon.
COLOMBO, HAVRE, B'HAVEN & HAMBURG	SAMBIA	Ger. str.	—	S. Thomson	CARLOWITZ & CO.	To-morrow, at 3 p.m.

## SHIPPING.

## ARRIVALS.

June 30, SULLBERG, German str., 782, Jensen, Cleve 22nd June, General.—STREISSER & Co.

June 30, KWANGSE, British str., 1240, Harris, Canton 24th June, General.—BUTTERFIELD & SWIRE.

June 30, KACHIDATE MARU, Japanese steamer, 3,600, S. Fujiki, 24th June, Coal.—MITSUBI BUREAU KAISHA.

June 30, ELBE, German steamer, 900, Petersen, Canton 29th June, General.—CHINESE.

June 30, PRUMGUEH, British steamer, 1,126, Fowler, Moji 26th June, Coal.—ORDEN.

June 30, PRINCEZON, U.S. gunboat, 1,000, Harry, Knez, Manila 26th June.

June 30, LAOS, French str., 2,331, Flandin, Shanghai 28th June, Mails and General.—MESSAGERIES MARITIMES.

June 30, ARMINIA, German str., 3,460, T. Ostermann, Amoy 29th June, General.—CARLOWITZ & CO.

July 1, CHI YUEN, American str., 1,417, Wm. Jamieson, Shanghai 28th June, General.—CHINESE.

July 1, KACHIDATE MARU, Japanese str., 3,600, S. Fujiki, 24th June, Coal.—MITSUBI BUREAU KAISHA.

July 1, KINSHU MARU, Japanese str., 2,839, F. Horton, Moji 26th June, Flour, Cotton, Beer and Cables.—NIPPON YUSEN KAISHA.

July 1, LOONGSANG, German str., 1,245, Schulz, Shanghai 25th June, General.—STREISSER & Co.

July 1, PRINCEZON, German str., 632, Grandt, Newchwang 23rd June, General.—STREISSER & Co.

July 1, ULYSSES, British str., 2,221, R. J. Brown, Shanghai 28th June, General.—BUTTERFIELD & SWIRE.

July 1, HOLLAND, Dutch steamer, 3,900, S. K. Symonds, Tanjung Priok 23rd June.

July 1, CHOWANG, British str., 1,104, G. H. Barker, Shanghai via Swatow 27th June, General.—JARDINE, MATHESON & CO.

July 1, FOOKSANG, British str., 950, Anderson, Wuhu 26th June, Rice.—JARDINE, MATHESON & CO.

July 1, CALCHAS, British str., 4,278, R. Bartlett, Singapore 26th June, General.—BUTTERFIELD & SWIRE.

July 1, BENGOLE, British str., 1,993, A. W. S. Thomson, Singapore 25th June, General.—GIBBS, LIVINGSTON & CO.

July 1, FOCHOW, British str., 1,253, Smale, Canton 1st July, General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

At the Harbour Master's Office.  
30th June.

Tanai Maru, Japanese str., for Swatow.  
Haitan, British str., for Swatow.  
Chowfa, British str., for Swatow.

## DEPARTURES.

June 30, BROOKLYN, U.S. battleship, foruku.  
June 30, QUANTA, German str., for Newchwang.  
June 30, J. B. WALKER, Amr. str., for N. York.  
June 30, ELBE, Norwegian str., for Saigon.  
June 30, TARSANO, British str., for Canton.  
June 30, FAURANG, British str., for Singapore.  
June 30, FUCHUNG, Chinese str., for Shanghai.  
June 30, KWANGSE, British str., for Shanghai.  
June 30, PRUMGUEH, British str., for Bangkok.  
June 30, PRINCEZON, British str., for Swatow.  
July 1, TAIKUI MARU, Jap. str., for Swatow.  
July 1, HAITAN, British str., for Swatow.  
July 1, CHOWFA, British str., for Swatow.

## VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Chang-sha, Freiburg, Banca.  
COSMOPOLITAN DOCK.—Goodwin.

## SHIPPING REPORTS.

The German steamer *Armenia*, from Amoy 29th June, had strong southerly winds.

The British steamer *Fuchsang*, from Wuhu 26th June, had fresh N.E. wind and thick, rainy weather throughout.

The American steamer *Chi Yuen*, from Shanghai 26th June, had very variable winds and heavy rains throughout.

The British steamer *Chowang*, from Shanghai via Swatow 27th June, had strong to light variable winds and heavy rains.

The British steamer *Calchas*, from Singapore 26th June, had fine and clear weather with moderate S.W. wind and sea throughout the passage.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

*Gravesend*, British bark, Baras.—Sander, Wisler & Co.

## VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd July, 1900, at 1 p.m. the Company's Steamship "LAOS", Captain Flandin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit, through Marseilles, for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 1st July. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, 19th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI THE Company's Steamship

"KALCAN" Captain Laver, will be despatched as above TO-DAY, the 2nd July, at 4 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT. Taking cargo at LONDON rates. THE Company's Steamship

"ULYSSES" Captain Brown, will be despatched as above TO-DAY, the 2nd July, at 4 p.m. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. THE Company's Steamship

"TONKIN" will be despatched as above on or about MONDAY, the 2nd July.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 26th June, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA. THE Company's Steamship

"ONSANG" Captain Young, will be despatched as above TO-MORROW, 3rd July, at 3 p.m.

For Freight, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 29th June, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA THE Company's Steamship

"SUNGKIANG" Captain Moore, will be despatched as above TO-MORROW, the 3rd July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th June, 1900.

1882

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
*GLENOLIE	3,750	W. Frakes	July 3	ARGYLE	2,907	W. S. Thomson	July 4
QUEEN ADELAIDE	2,882	F. McNair	July 25	MONSHIRE	2,874	J. Kennedy	Aug. 4
DUKE OF PFYE	3,821	J. S. Cox	July 28	BRAEMAR	3,601	W. Watt	Aug. 25
VICTORIA	3,502	J. Pantou	Aug. 7	ARGYLE	2,907	W. S. Thomson	Sept. 15

\* Calling at Amoy and Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Excellent accommodation. First class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 441.

The Railroad travelling is second to none on the American Continent; two trans-continental train daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DRYA, and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 465 10s. 0d.

This rate covers the ocean voyage to TACOMA or PORTLAND and back. Railway from TACOMA or PORTLAND to CANNABAR and return. Sleeping and Dining Car accommodation. TACOMA or PORTLAND to Livingston and return. Stage Coach transportation. Cannabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canyon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

The round trip can be made within three months.

Rates of Passage to other points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 24th May, 1900.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	KOBE and YOKOHAMA	FRIDAY, 6th July, at DAYLIGHT.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 13th July, at DAYLIGHT.
* KINSHU MARU	VICTORIA, B.C. & SEATTLE, U.S.A. via SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 14th July, at 4 P.M.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 17th July.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

Hongkong, 28th May, 1900.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

MARSEILLES AND LONDON	MARAGON	{ About 29th June } Freight
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	BANCA	{ On 2nd July } Freight
SHANGHAI	MAITA	{ About 6th July } Freight
LONDON, &c.	BEVAL	{ Noon, 7th July } See Freight
YOKOHAMA VIA NAGASAKI	RAILLA	{ About 7th July } See Freight

For Further Particulars, apply to A. M. MARSHALL, Agent.

Hongkong, 27th May, 1900.

## VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

(FREIGHT SERVICE). (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	COLOMBO, HAVRE, BREMER, HAVEN & HAMBURG (London with transshipment in Hamburg)	On 3rd July } Freight.
WITTENBERG	HAVRE and HAMBURG (London with transshipment in Hamburg)	About 17th July } Freight.
* SAVOIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 7th Aug. } Freight and Passage.
ALESIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 20th Aug. } Freight.

\* This steamer has superior accommodation for Passengers and carries a Doctor and Stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 23rd June, 1900.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BAYERN	THURSDAY 12th July.
STUTTGART	THURSDAY 26th July.
KONIG ALBERT	THURSDAY 9th August.
WEIMAR	THURSDAY 23rd August.
BEHN HEINRICH	THURSDAY 6th September.
REUSEN	THURSDAY 20th September.
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
KONIG ALBERT	WEDNESDAY 28th November.
PRINZ HEINRICH	WEDNESDAY 12th December.

ON THURSDAY, the 12th day of July, 1900, at NOON, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT N and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 10th July. Cargo and will be received on board until 5 p.m. on WEDNESDAY, the 11th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 11th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than 100 lbs. and Parcels should not exceed 100 lbs. in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 29th June, 1900.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.



## VESSELS ON THE BERTH.

NEW YORK VIA SUEZ CANAL.

"ETTRICKDALE" will be despatched for the above port, TOBACCO, the 3rd July, and will be followed by "AFGHANISTAN" on the 15th July, and "SIKH" on the 29th June, 1900.

Agents, [1841] CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE "HESON, TOPEKA AND SANTA FE RAILROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

KING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"THYRA" 4 P.M. 4th July. "CARLETON" About 20th Aug. "STRATHGYLE" About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU ON WEDNESDAY, the 4th July, at 4 P.M.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. day previous to sailing. Parcel Packages will be received at the Office until the same day. All parcels should be marked to address full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be forwarded to the Company's Office, addressed to the Factor of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [14] PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

ROUGH BILLS OF LADING ISSUED FOR SAVANNA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "BENGAL,"

in S. Barham, carrying Her Majesty's will be despatched from this for Bombay on TUESDAY, the 7th July, 1900, at Noon.

Passengers and cargo for the above ports, and Valuable, all cargo for France, and "W.C." London (under arrangement) will be received at Colombo into a steamer proceeding to Marseilles and London; other "W.C." London, &c. will be conveyed via with transhipment.

will be received at this Office until before sailing. The contents and acknowledgments are required.

are particularly requested to note and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 25th June, 1900. [1] THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO, THE Company's Steamship

"ANPING MARU,"

plain I. Sato, will be despatched for the above ports on WEDNESDAY, the 11th July, at 4 P.M.

Freight or Passage, apply to S. H. MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th June, 1900. [1445] HINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, THE Company's Steamship

"CHINGTU,"

plain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this steamer. First Class Saloon is situated forward of the Engines.

only qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th June, 1900. [1780] "A NAVIGATION COMPANY, LIMITED.

DE QUEENSLAND PORTS, SYDNEY AND MELBOURNE, THE Company's Steamship

"CHINGTU,"

plain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

## VESSELS ON THE BERTH

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, ON THURSDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900. [3] OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GABRIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

Corrie (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

THE Company's Steamship "GABRIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 14th July, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates are particularly of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900. [15] GENERAL AGENTS, and JAPAN for the above Line.

THROUGH BILLS OF LADING issued in connection with INDUSTRY CO.'S FORMERLY CALLOUTIA. Sailing from Hongkong to Yokohama, Japan.

Further particulars apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th June, 1900. [15] BUTTERFIELD & SWIRE, Agents.

## VESSELS ON THE BERTH

## BEN LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER," Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 5th prox. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th June, 1900. [1745] NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTONI UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Levantine and South American Ports up to CALAIO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO," Captain Magazzini, will be despatched as above on MONDAY, the 9th July, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 29th June, 1900. [7] SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ACARA," will be despatched for the above port on or about 15th July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 1st June, 1900. [1645] TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 21st July, 1900, at Noon.

At Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900. [15] GENERAL AGENTS, and JAPAN for the above Line.

THROUGH BILLS OF LADING issued in connection with INDUSTRY CO.'S FORMERLY CALLOUTIA. Sailing from Hongkong to Yokohama, Japan.

Further particulars apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th June, 1900. [15] BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th June, 1900. [15] BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th June, 1900. [15] BUTTERFIELD & SWIRE, Agents.

## VESSELS ON THE BERTH

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA," Capt. Petersen, will be despatched for the above port on or about 24th July.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 30th May, 1900. [1617] NOTICES TO CONSIGNEES.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"STUTTGART," OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be effected.

Optional go will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd July, and THURSDAY, the 5th July, at 9.30 A.M.

All claims must reach us before the 9th July, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & Co., Agents.

Hongkong, 27th June, 1900. [8] NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DALNYVOSTOK"

FROM TACOMA, VICTORIA, YOKOHAMA, AND KOBE.

Cargo for the above Steamer having arrived per S. S. Argyl, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO. LIMITED, Agents.

Hongkong, 23rd June, 1900. [10] NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

being arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 31st July will be landed at Consignees' risk at expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 29th June, 1900. [1896] HONGKONG STEAMERS.

Adm. British steamer, 2,491, Phillips, June 29, Standard Oil Co.

Adm. British steamer, 1,885, Thomson, June 29, Phillips & Co., Ltd.

Adm. British steamer, 1,885, Thomson, June 29, Phillips & Co., Ltd.

Adm. British steamer, 1,885, Thomson, June 29, Phillips & Co., Ltd.

Adm. British steamer, 1,885, Thomson, June 29, Phillips & Co., Ltd.

Adm. British steamer, 1,885, Thomson, June 29, Phillips & Co., Ltd.

Milos, German steamer, 1,894, Hills, June 10, Order.

Onsarg, British steamer, 1,787, Young, June 24, Order.

Jardine, Matheson & Co. Prouty, German steamer, 532, Grandt, July 1, Siemens & Co.

Frangulth, British steamer, 1,126, Fowler, July 1, Order.

Sullberg, German steamer, 782, Jossan, June 30, Siemens & Co.

Sungking, British steamer, 1,021, Moore, June 15, Butterfield & Swire.

Tachlow, British steamer, 862, Braeter, July 1, Chinese.

Terrier, Norw. str., 1,120, Kamfurd, June 29, Order.

Thyra, Norw. str., 2,419, Edvardson, June 27, Butterfield & Swire.

Ulysses, British steamer, 2,231, Brown, July 1, Butterfield & Swire.

Esmeralda, British steamer, 130, Harrison, April 14, Jardine, Matheson & Co.

Frans, Danish barkentine, 358, Pedersen, April 23, East Asiatic Trading Co.

Glenahoe, British bark, 869, Burns, June 20, Sander, Wierler & Co.

Kwaio Maru, Jap. schr., 523, Maso, June 19, Master.

Mary L. Schepp, Amr. bark, 1,073, Kendall, June 15, Master.

Stanford, British bark, 662, Wilson, June 22, Order.

Tam O'Shanter, Amr. ship, 1,432, Ballard, May 16, Standard Oil Co.

Valkyrie, British bark, 490, Hall, June 23, Order.

Valo of Doon, British bark, 663, Petersen, June 23, Sander, Wierler & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alasority, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Cruick, at Weihaiwei.

Algerine, sloop, 6 guns, 1,100 h.p., Comdr. R. H. Johnston-Stewart, at Taku.

Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Weihaiwei.

Barfleur, battle-ship, 14 guns, 9,000 h.p., Capt. G. I. S. Warrender, at Taku.

Bonaventure, cruiser, 16 guns, 7,000 h.p., Capt. J. C. Sander, at Hongkong.

Brisk, cruiser, 6 guns, 3,600 h.p., Comdr. Sir B. R. W. Wey, Bart., at Singapore.

Centurion, flag-ship, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at Taku.

Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. Winington-Ingram, at Taku.

Endymion, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.



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Mr. A. C. Maurice  
Mrs. Angus  
Mrs. G. W. Appleby  
Mr. W. S. Bailey

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Capt. J. Byron and ser-	Mr. J. Y. Ma...
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Mrs. Daly and maid	Mrs. & Miss...
Mr. P. C. Denroche	Miss L. H. O...
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Miss Drus	W. Parfit
Mr. P. Evans	Mr. J. J. Ro...
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Mr. J. S. Eszlek	Mr. & Mrs. Br...
Mr. and Mrs. A. B. Fon-	Mr. & Mrs. Br...
taine	Mr. & Mrs. B...
Mr. A. Forbes	Major C. W. F...
Mr. H. H. Gompertz	Mr. Cecil Sim...
Colonel Geo. O'Griffin	Mrs. Cecil Sim...
Mr. M. M. Graham	child
Major W. Waudy	Mr. A. Simola...
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Queens Mines, Limited	100,000	25	20	20	None	None, buyers
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	Mr. and Mrs. and two c

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Miss Anderson	Mrs. McC
Miss B. Anderson	daughter
Mrs. M. L. Andrew and son	Mr. and Mrs. W
Mr. Arthur Benns family	Mr. & Mrs. W.
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